

IRON OR STEEL SHIP.

(Received at London Office, 9438)

No. 9438 Survey held at Troon Date of writing Report 17th Oct. 1889 Port of Glasgow THURS 21 OCT 1889
On the S.S. "Aska" Date, First Survey 12th March Last Survey 16th Oct. 1889

TONNAGE under Tonnage Deck 398.45
Do. between Tonnage Deck and 2nd 4th Spar or Awning Deck
Total under Upper Deck
Do. of Poop 22.69
Do. of Raised Or. Dk. or Breaks
Do. of Bridge House
Do. of Houses on Deck 8.57
Do. of excess of Hatchways
Do. of Forecastle
Gross Tonnage 429.71
Less Crew Space 48.13
381.58
Less Engine Room Register Tonnage as cut on Beam 335.93
45.75

ONE, OR TWO DECKED, THREE DECKED VESSEL,
~~SPAR, OR AWNING DECKED VESSEL,~~

Half Breadth (moulded) 14.50
Depth from upper part of Keel to top of Upper Deck Beams 13.10
Girth of Half Midship Frame (as per Rule) 22.44
1st Number 49.94
1st Number, if a 3 Decked Vessel deduct 7 feet
Length 188.6
2nd Number 9418
Proportions—Breadths to Length 6.5
Depths to Length—Upper Deck to Keel 14.5
Main Deck ditto

Master G. Jacobs
Year of appointment (1) As master in service of owner of present vessel:—18 85
(2) As master of this vessel:—18 89
Built at Troon
When built 1889 Launched 13th Aug.
By whom built Ailsa S. B. Co.
Owners British India S. & Co.
Managers
(If desired to be entered in Reg. Book.)
Residence London
Port belonging to Glasgow
Destined Voyage Calcutta
If Surveyed while Building, Afloat, or in Dry Dock.
Built under Special Survey

LENGTH on deck as per Rule 188 7/2 Feet. Inches. BREADTH—Moulded 29 - Feet. Inches. DEPTH top of Floors to Upper Deck Beams 18 11 Feet. Inches. Power of Engines 90 Horse. No. of Decks with flat laid One & Shade No. of Tiers of Beams Two

Dimensions of Ship per Register, length, 190.0 breadth, 29.05 depth, 11.6 Moulded depth 12.3

	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule	Inches in Ship	Inches per Rule
KEEL, depth and thickness	7 1/2 x 2 1/2	7 1/2 x 2 1/2								
STEM, moulding and thickness	7 x 2 1/2	7 x 2 1/2								
STERN-POST for Rudder do. do.	7 x 4 1/2	7 x 4 1/2								
" " for Propeller	7 x 4 1/2	7 x 4 1/2								
Distance of Frames from moulding edge to moulding edge, all fore and aft	22	22								
FRAMES, Angle Iron, for 1/2 length amidships	3 3 6	3 3 6								
Do. for 1/4 at each end	3 3 5	3 3 5								
REVERSED FRAMES, Angle Iron	2 1/2 2 1/2 6.5	2 1/2 2 1/2 6.5								
FLOORS, depth and thickness of Floor Plate at mid line for half length amidships	16	16								
" thickness at the ends of vessel	5	5								
" depth at 3/4 the half breadth, as per Rule	8	8								
" height extended to the Bilges	32	32								
BEAMS, Upper, Spar, or Awning Deck Single or double Angle Iron, Plate or Tee Bulb Iron	5 3 7	5 3 7								
Single or double Angle Iron on Upper edge										
Average space	44	44								
BEAMS, Main, or Middle Deck Single or double Angle Iron, Plate or Tee Bulb Iron	7 5 7	7 5 7								
Single or double Angle Iron on Upper Edge										
Average space	44	44								
BEAMS, Lower Deck Single or double Angle Iron, Plate or Tee Bulb Iron										
Single or double Angle Iron on Upper Edge										
Average space										
BEAMS, Hold, or Orlop Single or double Angle Iron, Plate or Tee Bulb Iron										
Single or double Angle Iron on Upper Edge										
Average space										
KEELSONS Centre line, single or double plate, box, or intercostal plates	12	12								
" Rider Plate	8 1/2	8 1/2								
" Bulb Plate to Inter costal Keelson										
" Angle Irons	4 3 6	4 3 6								
" Double Angle Iron side Keelson										
" Side Intercostal Plates	4 3 6	4 3 6								
" do. Angle Irons	4 3 6	4 3 6								
" Attached to outside plating with angle iron	3 3 6	3 3 6								
BILGE Angle Irons	4 3 6	4 3 6								
" do. Bulb Iron for 1/2 length	7	7								
" do. Intercostal plates riveted to plating for 1/2 length										
BILGE STRINGER Angle Irons	4 3 6	4 3 6								
Intercostal plates riveted to plating for half length										
SIDE STRINGER Angle Irons for 1/2 length	4 3 6	4 3 6								

The FRAMES extend in one with from keel to shade deck Riveted through plates with 3/4 in. Rivets, about 6 apart.
The REVERSED ANGLE on floors and frames extend from middle line to bilge stringer and to main deck alternately
KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? Yes
PLATING. Garboard, double riveted to Keel, with rivets 1 in. diameter, averaging 5 ins. from centre to centre.
" Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 3/4 in. diameter, averaging 3 1/2 ins. from centre to centre.
" Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 3/4 in. diameter averaging 2 5/8 ins. from centre to centre.
" Butts of two Strakes at Bilge for half length, treble riveted with Butt Straps 2/20 thicker than the plates they connect.
" Edges from Bilge to Main Sheerstrake, worked clencher, double or single riveted; with rivets 3/4 in. diameter, averaging 3 1/2 ins. from cr. to cr.
" Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 3/4 in. diameter, averaging 2 5/8 ins. from cr. to cr.
" Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.
" Butts of Main Sheerstrake, treble riveted for half length amidships. Butts of Upper or Spar Sheerstrake, treble riveted length amidships.
" Butts of Main Stringer Plate, treble riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for length.
" Breadth of laps of plating in double riveting 5 1/2 4 1/2 Breadth of laps of plating in single riveting 3 1/2 2 1/2
Butt Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Treble double No. of Breasthooks, Five Crutches, Three
What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Siemens steel.
Manufacturer's name or trade mark, Coats; Consett; Clydebridge; and Dalzell.
Builder's Signature, J. Thomson Surveyor's Signature, J. Thomson
Surveyor to Lloyd's Register of British and Foreign Shipping.

Form No. 1 for Iron or Steel Ship

State clearly where plating is of alternate thickness—as distinguished from diminished thickness at ends of vessel.
* If Iron Deck, state if whole or part, and if wood deck is laid thereon.

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed* 9438 gfr.
 Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? *Yes*
 Are the fillings between the ribs and plates solid single pieces? *Yes* Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *Yes* Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? *Yes* Do any rivets break into or through the seams or butts of the plating? *A few in the butts.*

Masts, Bowsprit, Yards, &c., are *pine* in *good* condition, and sufficient in size and length. If of Iron or Steel give Scantlings of Plating, Angle Irons, &c., and further explain by a Sketch showing how the Masts and Bowsprit are constructed, showing the number of Plates and Angle Irons, mode of riveting, quality of Materials, and if stamped with Maker's name.
 State also Length and Diameter of Lower Masts and Bowsprit *Two pitch pine pole masts.*

Number for Equip-ment Letter for do.	CABLES, &c.			Test per Certificate Tons.	Fathoms & Inches per Rule.	Machine where Tested and Superintendent, also Name of Chain Maker.	ANCHORS.		Test per Certificate	W'ght req'd per Rule.	Machine where Tested and Superintendent, also Name of Anchor Maker.											
	Number of Certificate.	Fathoms.	Inches.				Number of Certificate (State if any and which Anchors are Stockless.)	Ex. Stock.														
<i>(i)</i>	7831	195	1 3/8	384 25 3/8	195 1/8	<i>Sunderland</i>	18910	5	12-1-14	14-2-0-7	12-0-0											
<i>One built & shipped</i>	SAILS. Fore Sails, Fore Top Sails, Fore Topmast Stay Sails, Main Sails, Main Top Sails, and quality <i>Good</i>	Iron Stream Chain Steel Wire 7839	60	1 3/8	17 3/4	11 3/8	60 1/8	<i>Number of links in each length</i>	Collective Weights	34-3-14	34-1-0	<i>S. Taylor & Sons.</i>										
													TOWLINE— Hemp Steel Wire	75	3	18	75 8 1/2	<i>of chain callipers</i>	Stream 18911	4-0-14	6-10-0-0	4-0-0
														Hawser	75	8 1/2			Kedge 18912	3-0-7	4-12-2-0	2-0-0
															90	6 1/2		90 6 1/2		2nd Kedge	1-1-18	

Standing and Running Rigging is wire & hemp sufficient in size and good in quality. She has 3 life long Boats and 3 others
 The Windlass is *Clarke, Chapman & Co.* Capstan and Rudder *Good* Pumps *Good*

Engine Room Skylights.—How constructed? *Leak on trunk bulkheads* How secured in ordinary weather? *Bolted.*

What arrangements for deadlights in bad weather? *Strong glass panels fitted in teak shutters.*

Coal Bunker Openings.—How constructed? *Shocks in casings* How are lids secured? Height above deck?

Scuppers, &c.—What arrangements for clearing upper deck of water, in case of shipping a sea? *Between main and shade decks two ports 23 1/2 x 17 1/2 on each side. Open hand rails on shade deck.*

Cargo Hatchways.—How formed? *Of plates and angles fitted in the usual manner.* Hatches, If strong and efficient? *Solid 2 1/2 pine.*

State size Main Hatches 2 off 11-0 x 8-0 x 14 1/2 Forehatch Quarterhatch

If of extraordinary size, state how framed and secured... *One fore & after in each hatch.* What arrangement for shifting beams?

Order for Special Survey No.	Date	Order for Ordinary Survey No.	Date	No. in builder's yard.	1st.	2nd.	3rd.	4th.	5th.	Total No. of Visits
2259	29 th Dec. 1888			13	On the several parts of the frame, when in place, and before the plating was wrought	On the plating during the process of riveting	When the beams were in and fastened, and before the decks were laid...	When the ship was complete, and before the plating was finally coated or cemented..	After the ship was launched and equipped	
					1889: - Mar. 12, 15, 18, 22, 27 April 8, 15, 24.	30. May 10, 15, 21, 29. June 5, 11, 15, 18, 25. July	3, 10, 16, 23, 30. Aug 6, 10, 14, 21, 30. Sept 5, 24. Oct 1.	10.		

State dates of letters respecting this case *Secretary's 27th Dec. 1888; and 15th Feb., 25th May, and 3rd June 1889.*

General Remarks (State quality of workmanship, &c.) *The workmanship throughout is of the best quality.*

This vessel is built of steel in accordance with midship section forwarded to London on the 12th Oct. 1889, the accompanying tracings (two in 1:), the Secretary's letters referred to above, and in general conformity with the Rules for the Class contemplated.

The freeboard assigned by the Committee per Secretary's letter of the 2nd May 1889 has been marked on the sides of the vessel in accordance with Notice 1: 572. Viz:—In Winter 1-7, in Summer 1-6, and Fresh Water line 2 1/2 above centre of Disc.

How are the surfaces preserved from oxidation? Inside *By cement & paint* Outside *By paint*

Particulars for Record in R.B.—Length of Poop ft., R.Q.D. ft., Bridge Dk. ft., F'castle ft.; No. of Dks. (excluding spar, awn., &c.) *One*
 Material of dks. *wood* If spar, awn. dk., &c. *Shade* Material of *shade* dk., &c. *Leak*; No. of tiers of beams (with and without dks. laid) *Two*
 Official No. *96094*; Signal Letters
 If double bottom, state particulars on separate form.

I am of opinion this Vessel should be Classed *100 A. 1 Shade dk. with record of Freeboard.*

The amount of the Entry Fee£ 2 : - : - is received by me, *18/10/ 1889*
 Special£ 19 : 18 : -
 (to be sent as per margin). Certificate ...
 (Travelling Expenses, if any, £2. 15/-).

Committee's Minute *FRIDAY 25 OCT 1889*

Character assigned *100A 1 Steel Shade dk*
a c p
+ d m b 10/189
subject to freeboards of 1ft 4 winter 1ft 6 summer
The freeboard as approved now marked on the vessel's sides to be measured 24/10/89 on the Class Guidebook recorded in the Register.

It is submitted that this vessel appears eligible to be Classed 100 A. 1. (Steel) Shade dk as recommended by the Committee.

Reference should be made to any correspondence connected with the case.
 Certificate to be sent to
 (The Surveyors are requested not to write on or below the space for Committee's Minute.)